• This inquiry information is being provided by the Michigan Department of Transportation (hereinafter referred to as MDOT) as a courteous service. In preparation of this information, MDOT has endeavored to offer current, correct and clearly expressed information. The information is not part of the contract documents for the project and has no contractual standing. The information will not be accepted as documentation as a basis to file a claim or as evidential use in the claims process.





Design-Build-Finance (DBF)
Projects

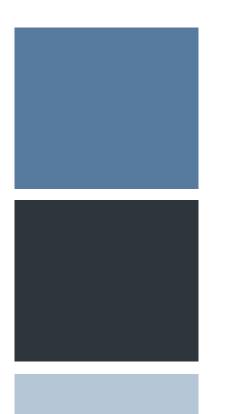
April 10, 2008





- Project Overview
- > Selection Process
- > Schedules
- Cost and Financing

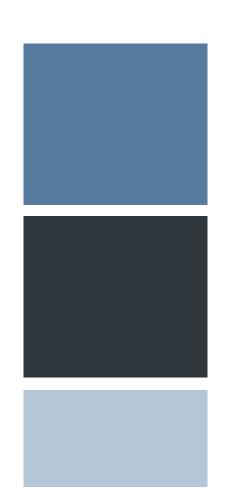




MDOT Team

- Mark Van Port Fleet, Division Administrator, Design
- Chris Youngs, Project Manager for I-69 and M-21 DBF Contracts, Design
- Brenda O'Brien, Division Administrator, C&T
- Wayne Roe, Division Administrator, Contract Services
- Denise Jackson, Division Administrator, Statewide Transportation Planning Division
- Ed Timpf, Division Administrator, Financial Operations Division
- Margaret Barondess, Manager, Environmental Section, Project Planning Division
- Bob Ranck, Deputy Region Engineer, Metro Region
- Tony Kratofil, Region Engineer, Bay Region
- Mike Hemmingsen, TSC Manager, Davison TSC
- Larry Young, TSC Manager, Port Huron TSC
- Paige Williams, Development Engineer, Metro Region
- Linda Burchell, Development Engineer, Bay Region
- Dave Brickey, Assistant Attorney General, Attorney Generals Office
- And Many More...





M-21(Corruna Road) at I-75 Bridge Replacement

Major Objectives –

- **≻**Replace Structure
- **►** Accommodate future widening of I-75
- > Provide for non-motorized travel
- **Aesthetics**
- ➤ Provide additional vertical clearance for I-75
- **≻** Demolish Police Post
- **➤ Minimize impacts of construction**
- ➤ Begin work in 2008
- **Complete work in 2009 Complete work in 2009**
- ➤ Stay on budget



M-21 Project Overview

Project location: M-21 (Corunna Road) over I-75

Genesee County, MI

Estimated cost of construction: \$5,000,000 (Bridge Replacement)

\$ 75,000 (Building Demolition)

M-21 (Corunna) Bridge Replacement

Project Scope

- Replace & widen bridge
- Demolish old police post bldg.
- Minimize ROW, environmental,& utility impacts
- Maintain mobility





Old Police Post



M-21 Bridge over I-75



M-21 Bridge Approach





Major Objectives –

- > Reconstruct in place, no additional lanes
- Both HMA and concrete will be considered
- ➤ Reconstruct ramps to meet current standards
- ➤ Rehabilitate structures
- **► Minimize impacts of construction**
- **▶**Begin work in 2008
- **Complete work in 2009** →
- **>** Stay on budget



I-69 Project Overview

Project location: I-69 from Lapeer/St. Clair Co. Line to Miller Rd.

Lapeer and St. Clair Counties, MI

Estimated cost of construction: \$44,000,000

I-69 Freeway Reconstruction

Project Scope

- Reconstructfreeway & ramps
- Alt PavementDesign
- Minimize ROW, environmental,& utility impacts
- Maintain mobility









I-69 at Martin Rd.

Capac Rest Area

I-69 at Capac Rd.

I-69 at Cox-Doty Drain







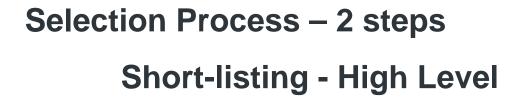
- Design: Partnership between Designer and Contractor
- Permits & Permitting Requirements
- Utility Coordination
- Maintenance of Traffic
- Construction
- Financing





- Partner with DBF team
- Review design for acceptance
- Coordinate Public Involvement
- Provide preliminary plan information
- Provide background information such as available geotechnical information, as-built plans and available survey data
- Make payments





- Advertise for Request for Qualifications (RFQ)
- Receive Qualification from DBF Team
- Consultant Firms can only be proposed on one DBF team
- ➤ Anticipate Short-listing 3 DBF Teams
- Request for Proposals (RFP's) sent out
- Final Selection Can be Best Value or Low Bid
- Stipend paid to unsuccessful responsive short-listed Bidders

This process is planned to be used on the M-21 Project





- Request for Proposals (RFP's) sent out
- ➤ Bid and Technical Proposal received and reviewed for to assure RFP requirements are met.
- Consultant Firms can only be proposed on one DBF team
- Final Selection Adjusted Low Bid
- No stipend paid to unsuccessful bidders

This process is planned to be used on I-69 project





- April 10, 2008 Project Information Meeting
- ➤ April 25, 2008 Request for Qualifications (RFQ)
- May 16, 2008 DBF Team Statements of Qualifications (SOQ) Due
- May 30, 2008 MDOT Issues Short-listed DBF Teams for M-21 Project
- ➤ June 4, 2008 RFP to Short-listed M-21 DBF Teams and advertised for I-69 Project
- August 1, 2008 Technical Proposals and Bids due for M-21 Project; Bids due for I-69 Project
- September 2008 Notice to Proceed
- ➤ September 2009 Substantial Completion
- November 2009 Final Acceptance





- Organization of DBF Team
- Prime Consultant firms can not be proposed on more than DBF Team
- Experience of Firms
- Experience of Key team members
- Project Understanding
- Project Financing Viability





- The RFP will include:
 - Instructions to Proposers to guide teams in preparing technical and bids on M-21 and preparing the bid for low bid selection on I-69
 - Contract Provisions written for design-buildfinance projects
 - Technical Provisions project specific guidance for administration, design and construction.
 - Standards a list of standards that apply to the administration, design and construction of the project
 - Reference Information





- MDOT will partner with DBF Team
- MDOT construction engineering will be similar to traditional Design-Bid-Build projects.
- Currently MDOT plans to have construction engineering services provided by a Consultant
- MDOT will review DBF team plans and other documents for acceptance as outlined in the contract
- MDOT will make payments in accordance with contract provisions.





Current Estimate for M-21 – \$5 Million

Current Estimate for I-69 – \$44 Million

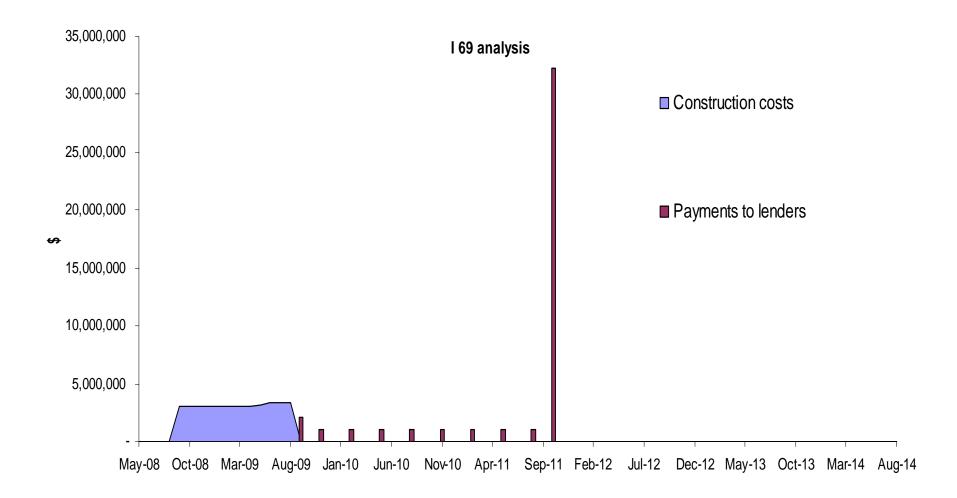
No payments will be made until Final Project Acceptance.

MDOT anticipates repayment to begin at Final Acceptance with incremental payments over several years after Final Acceptance.

The financial terms will be included in the RFQ.

Payment will be based on the contract pay items (typically lump sum items).







Contractors will be required to be prequalified with MDOT.

Designers will be required to be prequalified in applicable classifications. Applicable classifications will be published in the RFQ.





- DBE Goals for the projects are:
 - M-21 over I-75 Project 5%
 - I-69 Reconstruction Project 10%



Questions?

